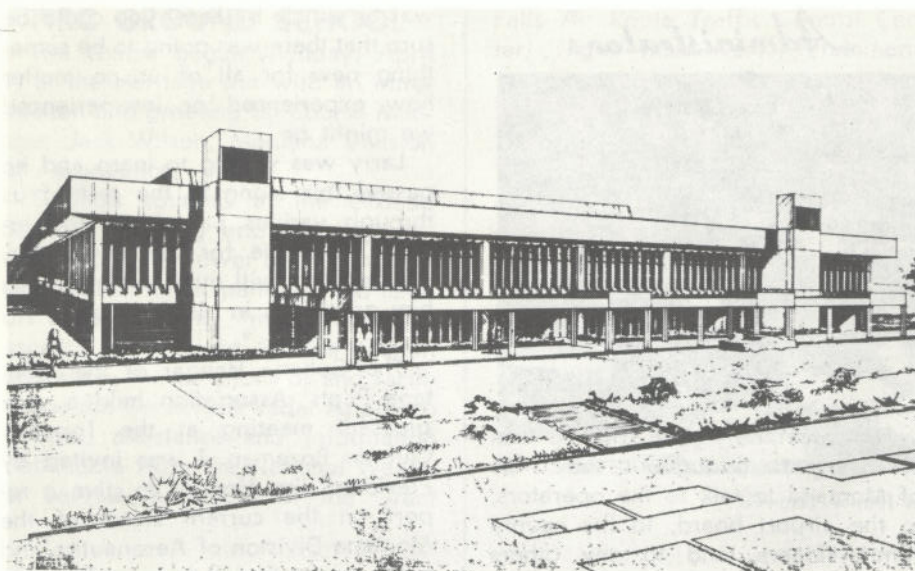




Proposed \$3.9 million terminal building for Great Falls International Airport.



DIVISION

OF

AERONAUTICS

Vol. 24 — No. 3

April, 1973

'73' FIRC HELD IN GREAT FALLS

The 1973 Flight Instructor Refresher Course was held April 9 through 13 in Great Falls at the new Heritage Inn and Northern Aviation. The eleventh such annual course, it is sponsored by the Montana Division of Aeronautics and conducted by representatives of the Federal Aviation Administration and Department of Commerce—National Weather Service.

Instructors of the course included: Tiner Lapsley, Lee Brooks and Ron Bragg, FAA Academy team, Oklahoma City; Sam Tyree, Great Falls Tower, FAA; Jerry Webster and Duane Searight, Radar Approach Control, FAA, Malmstrom AFB, Great Falls; William E. Davison, Air Route Traffic Control Center, Great Falls; Jack Hughes, National Weather Service, Great Falls; John Williams and George Scott, Great Falls Flight Service Station; James Crouse, Leigh Aslakson, Tom Walenta, Dale Uppinghouse, FAA, GADO #1, Billings; Earl Morgan, Ron Steele, Al Bunkowske, Lauren Basham, FAA, GADO #5, Helena.

Course trainees were: Patrick Doyle, Turner; Bill Colman, Fort Benton; Andrew Brucker, Thompson Falls; Jerry Simpson, Kalispell; James

Cooney, Missoula; Dennis Hensley, Havre; Fred Lueneburg, Ballantine; Daniel Darkenwald, Billings; Dennis Shallenberger, Missoula; Philip Cadwell, Bozeman; Ray Smerker, Bozeman; Ray Judd, Red Lodge; Matthew

Janson, Hamilton; James Turcotte, Helena; Paul Newby, Belgrade; Robert Nish, Harlowton; Harold Stevens, Kalispell; David Fulkerson, Plentywood; Dave Beckly, Great Falls; Raymond Brennan, Great Falls.



Jim Connelly, Chairman of the Airport Commission and Jack Palmquist, Chairman of the Chamber of Commerce Aviation Committee, break ground for the new terminal. They were assisted by Dave Davidson of Davidson and Kuhr, architects for the project, city and county officials, contractors, military and airline officials.

GROUNDBREAKING CEREMONY HELD IN GREAT FALLS

The groundbreaking ceremony for the new Great Falls International Airport Terminal was held on Thursday, March 15, 1973 at the airport. James Donnelly, Airport Commission Chairman, and Jack Palmquist, Chairman of the Chamber of Commerce

Aviation Committee, handled the shovel for the ceremony. The completion date for the \$3.9 million terminal complex is October, 1974. Palmer Construction Company of Great Falls was awarded the general contract and Davidson & Kuhr of Great Falls are the architects. The complex is part of the \$9 million

(Continued on Page 8)

**DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS**

Thomas L. Judge, Governor
Martin T. Mangan, Act. Director
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City/County Airport
of the

DIVISION OF AERONAUTICS
Phone 449-2506
Box 1698

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Edited by: R. Bowsher



**FEDERAL AVIATION
ADMINISTRATION
ITINERARY LISTINGS**

Airport	May	June
Bozeman	16	20
Butte	.....	.....
Culbertson	.....	6
Glasgow	2	.....
Glendive	17	.....
Great Falls	2	6
Havre	.....	.....
Kalispell	.....	.....
Lewistown	.....	20
Miles City	16	.....
Missoula	9	13
Sidney	.....	7

NOTE: Provisions have been made to give private, commercial and flight examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations.

Bozeman	Livingston
Butte	Lewistown
Cut Bank	Miles City
Dillon	Missoula
Great Falls	

NOTE: GADO #1 in Billings will no longer be open on Saturdays. The Billings GADO telephone number is 406-245-6179.

*Administrator's
Column*



For sometime I have tried to visit each airport throughout the State of Montana to talk to the operators, to the airport board, to the county commissioners, and to any others who might have an immediate interest with the airport to see if I could perhaps help them in some way. It is almost an impossible task, however pleasant it might be and I have just not been able to keep up with my hoped for schedule of one airport per week.

However, I did get to Libby the first part of April and had a very pleasant meeting with the chairman of the airport board there and with the county commissioners and the new manager of the airport board. They were most cordial and we discussed the problems that they had and the hopes they had for their airport and what they thought some of the needs were. The meeting with the county commissioners was very interesting and I think a productive one for all of us.

The follow-up is trying to carry out some of the suggestions and recommendations they made and we certainly will.

* * * *

Larry Basham has been transferred to Washington, D.C. where he will be with the General Aviation Operations Branch, Rules and Regulations Division.

Larry will be missed because while we did not always agree with what he did, we knew that he knew what he was doing and did it in the best interest of safety in Montana. He was an outstanding contributor to this newsletter and whenever there

was an article by Larry you could be sure that there was going to be something new for all of us no matter how experienced or inexperienced we might be.

Larry was willing to learn and he passed this along to the rest of us through various pamphlets and articles he wrote for this newsletter. We certainly will miss him and wish him good luck in his new job.

* * * *

The Gallatin Hangar of the Montana Pilots' Association held a very pleasant meeting at the Topper's Club in Bozeman. I was invited by President Jim Monger to give a report on the current status of the Montana Division of Aeronautics and I was very pleased to be able to do so.

I think the highlight of the evening, however, was Mr. John Neils' discussion of his glider and the flying over the Bridger Mountains and around the Bridger Bowl in his one place glider that he and his brother own. John said that they were leaving shortly for Colorado to pick up a two-place glider in which they hope to give instruction to people in Montana. John has not too many hours but he did say that in his opinion and in the opinion of others, the Gallatin Valley provides some of the finest glider flying in the United States.

Some people in the Bitterroot may believe that it is the second best place to fly a glider but I think that both places are outstanding and we certainly look forward with interest to the development of this sport in Montana.

**17-YEAR-OLD SOLOS
IN TWIN-ENGINE**

J. P. Nicholas, son of Mr. and Mrs. C. E. Nicholas of Dillon, achieved a first for himself and the Dillon Flying Service at the Beaverhead County Airport when he soloed one day after his 17th birthday, in a twin-engine plane, a Cessna 310.

FIRC GROUND SCHOOL

The course began Monday, April 9, at the Heritage Inn with an introduction and greeting by Course Manager Jack Wilson, Montana Division of Aeronautics.

Subjects covered at the Ground School's morning and evening sessions included: Tower operations and procedures; traffic patterns, and take-off and landing information; all aspects of a Flight Service Station operation; the functions of and facilities at the Great Falls Radar Approach Control; assistance and information obtainable from the National Weather Service; operation of the Great

Falls Air Route Traffic Control Center; flight maneuvers, fundamen-

als of instruction and all aspects of instruction for students.



Ground school session at the Heritage Inn.



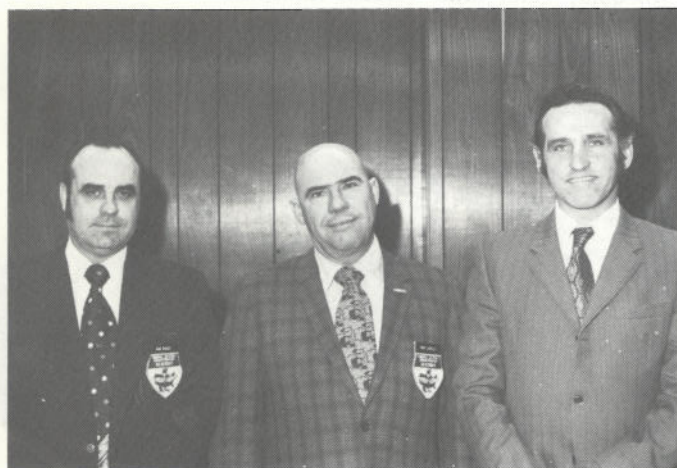
Jack Hughes, Department of Commerce—National Weather Service.



William E. Davison, Air Route Traffic Control Center, Great Falls.



Duane Searight, Radar Approach Control, Malmstrom AFB, Great Falls.



FAA Academy Team, left to right: Ron Bragg, Team Captain Tiner Lapsley, Lee Brooks.



George Scott and John Williams, Great Falls Flight Service Station, Great Falls International Airport.

FLIGHT SESSIONS

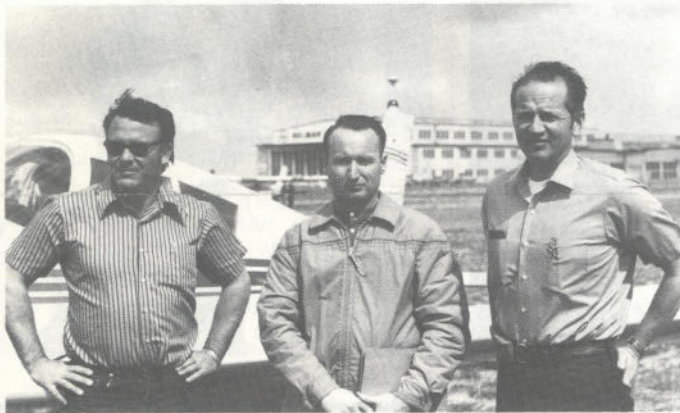
The flying portion of the Course was conducted at Northern Aviation, Great Falls International Airport, by FAA designated Pilot Examiners. The Examiners were: Jack R. Hughes, Missoula; Craig C. Cook, Missoula; Myron K. Strand, Kalispell; Gary G. Woltermann, Columbus; Robert A. Palmersheim, Billings.



Trainee Philip Cadwell, Bozeman; Tutor Jack Hughes, Missoula; Trainee Andrew Brucker, Thompson Falls.



Trainee Dennis Shallenberger, Missoula; Tutor Hughes, Missoula; Trainee Daniel Darkenwald, Billings.



Trainee Bill Colman, Fort Benton; Trainee Jerry Simpson, Kalispell; Tutor Strand, Kalispell.



Trainee Patrick Doyle, Turner; Trainee James Cooney, Missoula; Tutor Mike Strand, Kalispell.



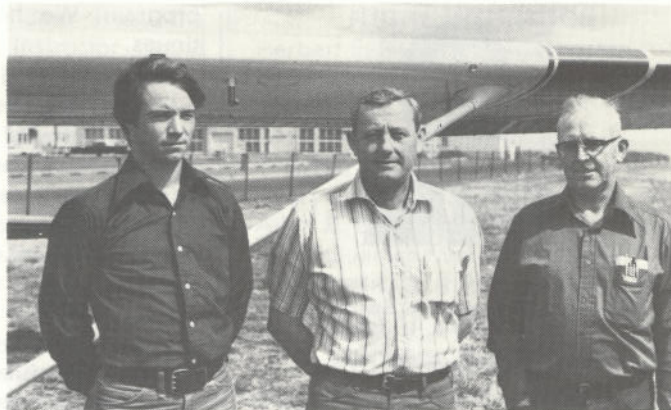
Trainee Dave Beckley, Great Falls; Tutor Craig Cook, Missoula; Trainee Harold Stevens, Kalispell.



Trainee Matthew Janson, Hamilton; Tutor Cook, Missoula; Trainee Fred Lueneburg, Ballantine.



Trainee James Turcotte, Helena; Trainee Dennis Hensley, Havre; Tutor Robert Palmersheim, Billings.



Trainee Ray Smerker, Bozeman; Tutor Palmersheim, Billings; Trainee Ray Judd, Red Lodge.



Trainee Robert Nish, Harlowton; Tutor Gary Woltermann, Columbus; Trainee Paul Newby, Belgrade.



Trainee Raymond Brennan, Great Falls; Tutor Woltermann, Columbus; Trainee David Fulkerson, Plentywood.

BANQUET

The banquet preceded by a cocktail hour, was held Thursday evening, April 10 at the Heritage Inn. Jack Wilson served as Master of Ceremonies. William E. Hunt, Administrator of the Division of Aeronautics, presented the trainees with certificates of completion and sets of wings, and the course instructors with certificates of appreciation.



Administrator Hunt speaking before the presentation of wings and certificates.



Thursday evening banquet in the Venice Room of the Heritage Inn.



By **LAUREN D. BASHAM**
Accident Prevention Specialist
RM-GADO-5, Helena

"A PARTING SHOT"

To those of you who have followed this column for the past five and one half years, these words are in farewell. I am being re-assigned to the General Aviation Operations Section in Washington, D.C. and by the time you read this, I will have left Montana for the new assignment.

Though I leave by choice, I leave with sincere regret, for I have tremendously enjoyed these few years here in the Big Sky Country. The counseling requirement of the Accident Prevention Specialist position has brought me into close contact with a number of Montana's pilots and equal number from other states as well. While some words of caution fell on deaf ears, there were those who listened and hopefully profited thereby. I must admit, however, that although when I first arrived in Montana, I had answers to questions as yet unasked, I now have more questions than answers!

Therefore, in this final article, the following is presented to encourage some soul searching thought and self-analysis in deciding where we have been and where we are now going in terms of General Aviation Accident Prevention.

During the past five and one half years, we have progressed from a climate in which there appeared to be little interest in safety to one in which the reward is a factual decrease in the number of general aviation accidents, both fatal and non-fatal. We have seen an increasing number of new faces in attendance at our GAMA Safe Pilot programs. This is most certainly due in part to the effort put forth by all concerned to improve the quality of each such

program. We hope this trend continues.

We believe also that many more pilots are becoming aware that the basic premise of any regulation lies in its spirit. Safety can never be obtained solely by even rigid adherence to the written word or by legislation alone. The increasing significance of pilot error as a casual factor in our general aviation accidents is an ever present reminder that we must all accept responsibility for our errors if we want to keep these responsibilities intact. The more people who become liable for our mistakes the more freedom we lose in the process.

There's no denying that man is a creature of habit. Did you know that virtually all habits are formed by repetition? Directed repetition or practice provides us an opportunity for learning but does not necessarily cause learning. To learn, man must exercise discipline of mind and to excell man must practice discipline of motion in a manner calculated to achieve results.

Psychologists tell us that the need for recognition in our chosen field provides a powerful motivating force as well as a natural desire for social acceptance. One of the simplest means of achieving this along with a greatly increased longevity as a pilot is the seeking of professional status. The pilot who strives for professionalism in his flight operations will in most cases be around longer than one who does not.

As professional pilots, we can learn lessons from everything that happens around us in aviation, particularly accident statistics. We can learn first hand from witnessing the sheer lunacy of "thinking" we can go. We can learn to mistrust estimates, even our best ones, and to always adhere to published procedure. We can learn the penalty of neglect or failure to pre-flight which may result in wilful weather penetration or fuel starvation with disastrous results.

The list of lessons to be learned is endless and to deny their validity and the evidence presented by such accident statistics is intolerable. Un-

FAA INSPECTOR'S CORNER



fortunately, the "closed mind" is not uncommon among pilots, and many have come to grief as a result. The embarrassing fact is that though the technology exists which is capable of providing a higher level of safety in aviation than in fact exists today, we procrastinate—we resist change—and we steadily lose ground in an age in which the infinity of space exploration is an accomplished fact. If we cannot or will not make the effort necessary to achieve an acceptable level of safety, then we deserve no better than we have.

In conclusion, I urge you to make the Accident Prevention Program, which originated in Montana with Senior Local Pilots, your program. The responsibility for accident prevention is too awesome to be borne by any one entity such as even the Federal Aviation Administration. It is **your program** and only you can make it a success.

* * * *

Larry Basham was assigned to Helena, Montana, RM-GADO-5, as an Operations Inspector in July, 1967. In 1968 he was assigned as Accident Prevention Specialist in the FAA's Accident Prevention Program where he developed the Senior Local Pilot concept, unique to Montana.

During his assignment with the FAA, Basham wrote many articles for the Division of Aeronautics newsletter, some of which attracted attention nationally. In addition, he wrote the following publications which were distributed nationwide in connection with the Accident Prevention Program: **An Open Letter to Pilots Flying West; Do You Know—Emergency Procedures; Hot — High — Humid; Lesson Plans for all Maneuvers; Pilot Information Letters; Pilot Proficiency Letters; Senior Local Pilot Guide to Montana; The Deadly Stall; Thunderstorms — TRW; The Power Curve; The Instrument Approach; On Flight Planning; On Navigation.**



By **DALE UPPINGHOUSE**
Accident Prevention Specialist
GADO No. 1, Billings

MINIMUM CERTIFICATION REQUIREMENTS

How many pilots feel that all doctors are skilled physicians or surgeons? Are all college professors great leaders or teachers? We could go on and discuss attorneys, high school teachers, and many others. I think we all agree that there are outstanding ones, good ones, mediocre and even bad ones. All of these people are required to have a certificate to do their thing.

When we speak frankly with professional people, we find that they are quite embarrassed by the actions of their colleagues who do not keep up to date or do not take their certificate responsibilities seriously. I know how they feel. As pilots and mechanics, we also hold certificates and have serious responsibilities. Many of us place too much faith in that piece of paper.

Certificate holders such as physicians, professors, etc., probably spent five to eight years and more qualifying for their certificate. Is there a flight instructor who couldn't prepare the average person for a Private Pilot Certificate in a few weeks if he had all that person's time? What if that person wants a Commercial Certificate? It might be possible to do the job in a few months. We can probably teach this person enough so he can pass the test for his certificate in the minimum time allowed by regulations. That's what the man probably asked for, isn't it? Some such courses have been named "crash courses." So you as an instructor work hard and turn out a pilot who is certificated with the minimum amount of instruction time

allowed by regulations. True, the conscientious flight instructor would like to treat the flight check as a sort of stage check; but the man with a new certificate rarely comes back for that recurrent training. In some instances, that person cannot meet the minimum qualifications a few months later. He has not had the long extensive training of the doctor.

A successful doctor, lawyer or teacher will go on and improve their knowledge and skills with advanced or regular refresher courses. They must keep up with technological advances, new laws, and new skills. Poor ones will coast along. Have you noticed that a coaster always goes downhill? Piloting skills go downhill, too.

Imagine, if you will, that you must undergo surgery. Wouldn't you hope that the surgeon meets more than the minimum qualifications for his certificate? Wouldn't you hope that he has kept "up to date" and that he meets "recency of experience" so to speak?

Passengers in your airplane are much in the same predicament as you would be on the operating table. Think about it. Are you as a pilot what you want your surgeon to be? **Do your passengers deserve less?**

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

PRIVATE

James M. Dugan—Billings
Deanna M. Odegaard—Billings
Loyd R. Salsbury—Fairview
Charles E. Dick—Glendive
Henry Knudsen—Red Deer, Alta.
Terry D. Wickland—Roundup
Thomas Evensen—Choteau (MEL)
Carlin Peter Onstad—Carter
David Charles Gowers—Butte

FLIGHT INSTRUCTOR

Herbert E. Swainson—Livingston
Eugene W. Engel—Bismarck, North Dakota
James A. Murray—Lambert
James T. Wilbert—Billings
Henry L. Esp—Hardin
Allen R. Eisenbart—Billings
Richard James Maxwell—Warm Springs
David Gregory Healow—Billings

GROUND INSTRUCTOR

James W. Hoyhta—Miles City (Instrument)
Kenneth Russell Cebulski—Malta (Advanced)

ROTORCRAFT - HELICOPTER

Ronald Lee Steele—Helena
James Richard Heppner—Lewistown
James Robert Lott—Missoula
James Thomas Wilbert—Billings
Timothy Buzzwell Skinner—Great Falls (Commercial)

GLIDER

David Gregory Healow—Billings
Bobby Joe Bray—Arvada, Colorado (Instructor)
Dennis Shallenberger—Missoula

AIRFRAME MECHANIC

Leonard C. Vanke—Coram
Robert Jay Rush—Scobey
Grant Edward McLean—Edmonton, Alberta
Clifford Dale Lincoln—Bozeman
George Edward Kuper—Laurel
Donald A. Lockman—Poplar
Clyde D. Lindell—Westby



TOWER OPERATIONS

FEBRUARY 1973

	Total Operations	Instrument Operations
Great Falls	7,315	1,509
Missoula	7,832	479
Billings	6,192	1,742
Helena	3,111	456

MARCH 1973

Great Falls	8,247	1,817
Missoula	7,348	670
Billings	7,168	2,140
Helena	4,512	595

CORRECTION: The annual operations for Great Falls for January-December, 1972 should have been **84,899**. The figure which appeared in the January, 1973 issue was incorrect.

(Continued from Page 1)

Great Falls International Airport modernization program.

The Economic Development Administration has granted the city \$1.5 million toward the complex and a number of grants have been received from the Federal Aviation Administration for runway improvements.

The new terminal building will consist of a central terminal of two floors with second level concourses extending outward on each end of the building. Designed for a functional "flow-through" operation, the building will offer 105,000 square feet of space.

The first floor will contain airline ticket counters, airline operations and offices, baggage makeup, baggage claim, rental car counters, Customs and Immigration, and the mechani-

cal - electrical - communication equipment will be based in a small basement area. International passengers will be diverted at a gate area directly to the first floor for federal inspection services.

The second floor of the building, accessible from the main floor by escalators, will contain the main restaurant-coffee shop-lounge, the main waiting lobby, airport administration offices, and concessions such as

news, gifts, barber shop, specialty shops, and an observation area where one may view the airport and the city some 400 feet below the elevation of the airport.

Three fixed base operators are located at the airport. Negotiations are under way with Time-Air of Canada and others to create commuter services between Canada and Great Falls. Future space has been reserved

for air freight expansion, with the Chamber of Commerce work under way for the creation of a "Port-of-Great Falls" to accommodate foreign markets. Ground freight services are readily available to service any type of air freight connections throughout the Northwest.

Great Falls is presently serviced by four airlines: Northwest, Western, Frontier and Hughes Air West. The airport is able to accommodate DC-10's and 747's, as well as the Montana Air National Guard's F-106. The longest runway is 10,500 feet in length (03/21), and there is a parallel 75 foot taxiway to the ramp. In addition, the airport has complete all-weather facilities—99% IFR, high intensity lighting, with an ILS and VASI system—to aid general aviation and commercial aircraft arriving and departing Great Falls.

MEMBER

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PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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